



National Transportation Safety Board Factual Data Collection Report of Accident

SEA07CA268

Aircraft Reg No: N1229X
Most Critical Injury: None

Location/Time

Nearest City/Place: Placerville, CA
Occurrence Date: 09/11/2007
Occurrence Time: 1955 PDT

Flight Itinerary

Last Depart. Point: Buchanan Field, CA
Destination: Carson Airport, NV

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)
Make/Model: Mooney / M20D
Serial Number: 200
Landing Gear: Retractable - Tricycle
Engine Type: Reciprocating
Engine Make/Model: Textron Lycoming / O-360-A1D
Aircraft Damage: Substantial
Aircraft Fire: None

Operator Information

Registered Acft Owner: James Garland
Operator of Aircraft: James Garland
Operator Address: Kendrick, ID
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Private; Single-engine Land

Flight Time (Hours)

Instrument Ratings: None
Medical Cert: Class 3
Date of Last Med. Exam: 10/2006

Total All Aircraft: 400
Total Make/Model: 5

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	0

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

The pilot reported that he had purchased the airplane on the day of the accident. He was flying it from Concord, California to Carson City, Nevada. During the flight, he started to feel ill and diverted to Placerville, California. He entered the traffic pattern on the downwind for runway 23. On final approach, the runway lights turned off and the pilot reactivated the lights. A few seconds later the airplane bounced and then settled down, skidding down the runway. The pilot thought that the gear collapsed on the initial bounce because the gear arm was not locked. The following day the pilot inspected the baggage area and noted that a lid to a paint can had come loose and was most likely what made him ill.

According to the responding police personnel, the pilot told him that he became disoriented while landing and forgot to extend the landing gear. The pilot was acting disoriented and lethargic.

The Federal Aviation Administration inspector reported that during the airplane's recovery from the runway, it was lifted with a hoist and the landing gear was cycled. There were no mechanical malfunctions noted with the landing gear. The damage to the airplane included the tubular structure on the underside of the fuselage.